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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/710,939	08/13/2004	Daniel W. Jones	34926-CIP1	7941
23589	7590	10/20/2005	EXAMINER	
HOVEY WILLIAMS LLP 2405 GRAND BLVD., SUITE 400 KANSAS CITY, MO 64108			TRIEU, THAI BA	
			ART UNIT	PAPER NUMBER
			3748	

DATE MAILED: 10/20/2005

Please find below and/or attached an Office communication concerning this application or proceeding.

<b>Office Action Summary</b>	<b>Application No.</b> 10/710,939	<b>Applicant(s)</b> JONES ET AL.	
	<b>Examiner</b> Thai-Ba Trieu	<b>Art Unit</b> 3748	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --  
**Period for Reply**

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

- 1) ☐ Responsive to communication(s) filed on \_\_\_\_.
- 2a) ☐ This action is **FINAL**.                      2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

- 4) ☒ Claim(s) 1-69 is/are pending in the application.  
     4a) Of the above claim(s) \_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1-10, 14-16, 18, 20, 23, 24, 26, 28-45, 47-56, 60-62, 64, 66 and 69 is/are rejected.
- 7) ☒ Claim(s) 11-13, 17, 19, 21, 22, 25, 27, 46, 57-59, 63, 65, 67 and 68 is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

- 9) ☒ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on \_\_\_\_ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.  
     Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
     Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

#### Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).  
     a) ☐ All    b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
  2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_.
  3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).
- \* See the attached detailed Office action for a list of the certified copies not received.

#### Attachment(s)

- |   |   |
|---|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892)   | 4) <input type="checkbox"/> Interview Summary (PTO-413)<br>Paper No(s)/Mail Date. ____. |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)  | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152)             |
| 3) <input checked="" type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)<br>Paper No(s)/Mail Date <u>01/10/2005</u> . | 6) <input type="checkbox"/> Other: ____.  |

### ***Specification***

Since the abstract is too long, applicants are required to submit a substitute Abstract to meet the requirement set forth below.

Applicant is reminded of the proper language and format for an abstract of the disclosure.

The abstract should be in narrative form and generally limited to a single paragraph on a separate sheet within ***the range of 50 to 150 words***. It is important that the abstract not exceed 150 words in length since the space provided for the abstract on the computer tape used by the printer is limited. The form and legal phraseology often used in patent claims, such as "means" and "said," should be avoided. The abstract should describe the disclosure sufficiently to assist readers in deciding whether there is a need for consulting the full patent text for details.

The language should be clear and concise and should not repeat information given in the title. It should avoid using phrases which can be implied, such as, "The disclosure concerns," "The disclosure defined by this invention," "The disclosure describes," etc.

### ***Claim Rejections - 35 USC § 112***

The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter, which the applicant regards as his invention.

Claims 16, 18, 20, 23, 37, 41, 44, 62, 64, 66, and 69 are rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. Specifically,

The recitation of "***can flow***" renders the claim indefinite, since it is not clear that under which condition the induction fluid can flow, and under which condition the induction fluid cannot flow through said passage way/ said additional passage way/said second additional passage way. Applicants are required to identify each condition.

### ***Double Patenting***

The nonstatutory double patenting rejection is based on a judicially created doctrine grounded in public policy (a policy reflected in the statute) so as to prevent the unjustified or improper timewise extension of the "right to exclude" granted by a patent and to prevent possible harassment by multiple assignees. See *In re Goodman*, 11 F.3d 1046, 29 USPQ2d 2010 (Fed. Cir. 1993); *In re Longi*, 759 F.2d 887, 225 USPQ 645 (Fed. Cir. 1985); *In re Van Ornum*, 686 F.2d 937, 214 USPQ 761 (CCPA 1982); *In re Vogel*, 422 F.2d 438, 164 USPQ 619 (CCPA 1970); and *In re Thorington*, 418 F.2d 528, 163 USPQ 644 (CCPA 1969).

A timely filed terminal disclaimer in compliance with 37 CFR 1.321(c) may be used to overcome an actual or provisional rejection based on a nonstatutory double patenting ground provided the conflicting application or patent is shown to be commonly owned with this application. See 37 CFR 1.130(b).

Effective January 1, 1994, a registered attorney or agent of record may sign a terminal disclaimer. A terminal disclaimer signed by the assignee must fully comply with 37 CFR 3.73(b).

Claims **1-8, 14-15, 24 and 26, and 28-45**; as well as, claims **47-54 and 60-61** provisionally rejected under the judicially created doctrine of obviousness-type double patenting as being unpatentable over claims **1-8, 14-15, 24 and 26, and 28-45**, as well as, claims **47-54 and 60-61** of copending **Application No. 10/710,797** filed on **August 03, 2004**. Although the conflicting claims are not identical, they are not patentably distinct from each other because claims **1-8, 14-15, 24 and 26, and 28-45**, as well as, claims **47-54 and 60-61** of the patent "anticipates" application claims **1-8, 14-15, 24 and 26, and 28-45**; as well as, claims **47-54 and 60-61**. Accordingly, application claims **1-8, 14-15, 24 and 26, and 28-45**; as well as, claims **47-54 and 60-61** are not patentably distinct from patent claim **1-8, 14-15, 24 and 26, and 28-45**, as well as, claims **47-54 and 60-61**.

Copen ding Application 10/710,797		Instant Application 10/710,939	
Cl. 1	- a first centrifugal supercharger drivingly ...	Cl. 1	- a first compressor drivingly ...
	- said first centrifugal supercharger inclu-ding: a first inlet, a spaced first outlet, and a first impeller...		- said first compres-sor including: a first inlet, a spaced first outlet, and a first impeller...
	-a second centrifugal supercharger driving-ly...		-a second compres-sor drivingly...
	-said second centrifugal super-charger including: a second inlet, a spaced second outlet, and a second impeller...		- said second compressor including: a second inlet, a spaced second outlet, and a second impeller...
	- a fluid flow control assembly... without passing through the other supercharger.		- a fluid flow control assembly... without passing through the other compressor.
Cl. 2	- a drive assembly operable	Cl. 2	- a drive assembly operable
Cl. 3	- said first and second impellers ...	Cl. 3	- said first and second impellers ...

	- said first and second superchargers including a transmission...		- said first and second compressors including a transmission...
	- said transmission cooperating ...		- said transmission cooperating ...
Cl. 4	- said transmission including a plurality of intermeshing gears ...	Cl. 4	- said transmission including a plurality of intermeshing gears ...
Cl. 5	- said transmission including a common rotatable transmission shaft...	Cl. 5	- said transmission including a common rotatable transmission shaft...
	- said drive assembly including an endless element		- said drive assembly including an endless element
Cl. 6	- said fluid flow control assembly fluidly intercommunicating the superchargers...	Cl. 6	- said fluid flow control assembly fluidly intercommunicating the compressors...
Cl. 7	- said fluid flow control assembly being operable to fluid inter-communicate the superchargers ...	Cl. 7	- said fluid flow control assembly being operable to fluid inter-communicate the compressors ...
Cl. 8	- said first phase including a series phase ...	Cl. 8	- said first phase including a series phase ...

Cl. 14	- a case presenting a compression chamber and a transmission chamber, said first and second superchargers being at least partially housed within said compression chamber	Cl. 14	- a case presenting a compression chamber and a transmission chamber, said first and second compressors being at least partially housed within said compression chamber
Cl. 15	- said induction fluid flow control assembly further including a first valve	Cl. 15	- said fluid flow control assembly including a passageway...
	- said induction fluid flow control assembly further including a first valve		- said fluid flow control assembly further including a first valve
Cl. 24	- driving a first super-charger ...	Cl. 24	- driving a first compressor...
	- driving a second supercharger ...		- driving a second compressor...
	- operating the superchargers at least partially in series...		- operating the compressors at least partially in series...
	- operating the supercharger at least partially in parallel...		- operating the compressors at least partially in parallel...

Cl. 26	- switching operation of the superchargers to substantially fully parallel in response to a predetermined condition...	Cl. 26	- switching operation of the compressors to substantially fully parallel in response to a predetermined condition...
Cl. 28	-steps (a) and (b) including the step of drivingly connecting the superchargers ...	Cl. 28	-steps (a) and (b) including the step of drivingly connecting the compressors ...
Cl. 29	-steps (a) and (b) including the step of drivingly connecting the superchargers to the power source... constant ratio...	Cl. 29	-steps (a) and (b) including the step of drivingly connecting the compressors to the power source... constant ratio...
Cl. 30	-steps (a) and (b) including the step of intermeshing a common between the superchargers ...	Cl. 30	-steps (a) and (b) including the step of intermeshing a common between the compressors ...
Cl. 31	-steps (a) and (b) including the step of entraining an endless element ...	Cl. 31	-steps (a) and (b) including the step of entraining an endless element ...
Cl. 32	- steps (c) and (d) including the step of operating both superchargers	Cl. 32	- steps (c) and (d) including the step of operating both compressor



Cl. 33	- steps (c) and (d) including the step of delivering substantially all of the induction fluid compressed by the superchargers...	Cl. 33	- steps (c) and (d) including the step of delivering substantially all of the induction fluid compressed by the compressors...
Cl. 34	- step (c) including step of operating the superchargers substantially fully in series ...	Cl. 34	- step (c) including step of operating the compressors substantially fully in series ...
Cl. 35	- housing both superchargers substantially within a case.	Cl. 35	- housing both compressors substantially within a case.
Cl. 36	- intercommunicating the first and second superchargers and the intake manifold,	Cl. 36	- intercommunicating the first and second compressors and the system...
	- including the steps of fluidly communicating the first and second superchargers with serial passageway and disposing a first valve along the serial passageway...		- including the steps of fluidly communicating the first and second compressors with serial passageway and disposing a first valve along the serial passageway...
Cl. 37	- including the step of shifting the first valve into open position ...	Cl. 37	- including the step of shifting the first valve into open position ...
Cl. 38	- including the step of shifting the first valve into closed position ...	Cl. 38	- including the step of shifting the first valve into closed position ...

Cl. 39	- including the steps of fluid communicating the first supercharger and the intake manifold...	Cl. 39	- including the steps of fluid communicating the first compressor and the system...
Cl. 40	- including the step of shifting the second valve into closed position ...	Cl. 40	- including the step of shifting the second valve into closed position ...
Cl. 41	- including the step of shifting the second valve into open position ...	Cl. 41	- including the step of shifting the second valve into open position ...
Cl. 42	- including the steps of fluidly communicating the second supercharger and the atmosphere with a parallel passageway ...	Cl. 42	- including the steps of fluidly communicating the second compressor and the atmosphere with a parallel passageway ...
Cl. 43	- including the step of shifting the third valve into an closed position...	Cl. 43	- including the step of shifting the third valve into an closed position...
Cl. 44	- including the step of shifting the third valve into an open position...	Cl. 44	- including the step of shifting the third valve into an open position...
Cl. 45	- including the step of fluidly communicating the atmosphere, the first supercharger, and the parallel passage-way ...	Cl. 45	- including the step of fluidly communicating the atmosphere, the first compressor, and the parallel passage-way ...

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Cl. 46	- including the step of shifting the fourth valve into partially closed position...	Cl. 46	- including the step of shifting the fourth valve into partially closed position...
Cl. 47	- a first centrifugal supercharger drivingly ...	Cl. 47	- a first compressor drivingly ...
	- said first centrifugal supercharger including: a first inlet, a spaced first outlet, and a first impeller...		- said first compressor including: a first inlet, a spaced first outlet, and a first impeller...
	-a second compressor drivingly...		-a second compressor drivingly...
	- said second centrifugal supercharger including: a second inlet, a spaced second outlet, and a second impeller...		- said second compressor including: a second inlet, a spaced second outlet, and a second impeller...
	- a fluid flow control assembly... without passing through the other compressor.		- a fluid flow control assembly... without passing through the other compressor.
Cl. 48	- a drive assembly operable	Cl. 48	- a drive assembly operable
Cl. 49	- said first and second impellers ...	Cl. 49	- said first and second impellers ...

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	- said first and second supercharger including a transmission...		- said first and second compressors including a transmission...
	- said transmission cooperating ...		- said transmission cooperating ...
Cl. 50	- said transmission including a plurality of intermeshing gears ...	Cl. 50	- said transmission including a plurality of intermeshing gears ...
Cl. 51	- said transmission including a common rotatable transmission shaft...	Cl. 51	- said transmission including a common rotatable transmission shaft...
	- said drive assembly including an endless element		- said drive assembly including an endless element
Cl. 52	- said fluid flow control assembly fluidly intercommunicating the supercharger ...	Cl. 52	- said fluid flow control assembly fluidly intercommunicating the compressors...
Cl. 53	- said fluid flow control assembly being operable to fluid intercommunicate the supercharger ...	Cl. 53	- said fluid flow control assembly being operable to fluid intercommunicate the compressors ...
Cl. 54	- said first phase including a series phase ...	Cl. 54	- said first phase including a series phase ...

Cl. 60	- a case presenting a compression chamber and a transmission chamber, said first and second compressors being at least partially housed within said compression chamber	Cl. 60	- a case presenting a compression chamber and a transmission chamber, said first and second compressors being at least partially housed within said compression chamber
Cl. 61	- said fluid flow control assembly including a passageway...	Cl. 61	- said fluid flow control assembly including a passageway...
	- said fluid flow control assembly further including a first valve		- said fluid flow control assembly further including a first valve

Thus it is apparent that the more specific patent claims **1-8, 14-15, 24 and 26, and 28-45**; as well as, claims **47-54 and 60-61** encompass application claims **1-8, 14-15, 24 and 26, and 28-45**; as well as, claims **47-54 and 60-61**. Following the rationale in *In re Goodman* cited in the preceding paragraph, where applicant has once been granted a patent containing a claim for the specific or narrower invention, applicant may not then obtain a second patent with a claim for the generic or broader invention without first submitting an appropriate terminal disclaimer. Note that since Application claims **1-8, 14-15, 24 and 26, and 28-45**; as well as, **claims 47-54 and 60-61** are anticipated by Patent claims **1-8, 14-15, 24 and 26, and 28-45**, as well as, claims **47-54 and 60-61** and since anticipation is the epitome of obviousness, then Application claims **1-8, 14-15,**

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**24 and 26, and 28-45;** as well as, claims **47-54 and 60-61** are obvious over Patent claims **1-8, 14-15, 24 and 26, and 28-45,** as well as, claims **47-54 and 60-61.**

This is a provisional obviousness-type double patenting rejection because the conflicting claims have not in fact been patented.

### ***Claim Rejections - 35 USC § 103***

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

***Claims 1-4, 6-10, 15-16, 24, 26, 28-30, 32-34, 36-38, 47-50, 52-56, and 61-62 are rejected under 35 U.S.C. 103(a) as being unpatentable over Buchi (Patent Number 2,296,268), in view of Gregg (Patent Number 1,998,778).***

Buchi discloses a multiphase compressing air assembly for supplying compressed air to a system (20), said assembly / an improved centrifugal air compressing system comprising:

a first compressor (13) drivingly connectable to the crankshaft (10) and operable to compress air for the system/the tubing (See Figure 3),

said first compressor (13) including a first inlet, (not Numbered) a spaced first outlet (via 22), and a first impeller (26) fluidly between the first inlet and first outlet to compress air (See Figure 3);

a second compressor (15) (See Figure 3),

said second compressor (15) including a second inlet (23), a spaced second outlet (Not Numbered), and a second impeller (Not numbered) fluidly between the second inlet and second outlet to compress air for the system/the tubing (See Figure 3);

a fluid flow control assembly (28, 29) fluidly intercommunicating the superchargers (13, 15) so that the compressors cooperatively provide induction fluid to the system in a number of operating phases, including a first phase in which at least some compressed air from the first outlet is supplied to the second inlet and a second phase in which at least some compressed air from the first and second outlets is supplied to the system without passing through the other compressor (See Figure 3);

said first and second impellers (13, 15) being rotatable, each being operable to compress induction fluid for the system/the tubing when rotated (See Figure 3);

said fluid flow control assembly (28, 29) fluidly intercommunicating the superchargers so that in all operating phases both superchargers compress at least some air for the system whenever the power source is rotating (See Figure 3);

said fluid flow control assembly being operable to fluidly intercommunicate the compressors with the system so that in all operating phases substantially all of the induction fluid compressed by each of the compressors is delivered to the system/the tubing (20);

said first phase including a series phase in which substantially all compressed air from the first outlet is supplied to the second inlet (See Figure 3);

said second phase including a parallel phase in which substantially all compressed air from the first and second outlets is supplied directly to the system/the tubing (See Figure 3);

said second phase further including a second transition phase, said fluid flow control assembly (28, 29) being configured to switch operation of the compressors from the series phase to the parallel phase in response to a predetermined condition (See Figure 3);

said flow control assembly (28, 29) including a passageway (22) fluidly communicating said first outlet and said second inlet, said flow control assembly (28, 29) further including a first valve (28) disposed along said passageway (22) for controlling the flow of compressed air there through (See Figure 3); and

said first valve (28) shiftable between an open position wherein compressed air can flow through said passageway and a closed position wherein compressed air is prevented from flowing through said passageway (See Figure 3, Page 2, Column 1, lines 44-75, Column 2, lines 1-54).

However, Buchi fails to disclose a second compressor drivingly connectable to the crankshaft and operable to compress air for the system/the tubing; a drive assembly; said first and second compressors including a transmission; and the structural details of the transmission.



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Gregg teaches that it is conventional in the supercharger art, to utilize a second compressor (8, 9) drivingly connectable to the power source and operable to compress air for the system/the tubing (See Figure 1); a drive assembly (10, 11) operable to drivingly connect the compressors to the power source so that each of the compressors operates continuously with rotation of the power source (See Figure 1); said first and second compressors including a transmission (15, 17, 54, 55, 14, 15, 106) drivingly connecting the impellers to the drive assembly (10, 11), said transmission (15, 17, 54, 55, 14, 15, 106) cooperating with the drive assembly to maintain rotation of the impellers at a substantially constant ratio relative to the rotation of the power source (See Figure 1, Page 1, Column 1, lines 5-65); said transmission (15, 17, 54, 55, 14, 15, 106) including a plurality of intermeshing gears with at least one (17) of said gears (15, 17, 54, 55, 14, 15, 106) being common to both compressors (8, 9) (See Figure 1).

It would have been obvious to one having ordinary skill in the art at that time the invention was made, to have utilized a second compressor drivingly connectable to the power source and operable to compress induction fluid for the engine; a drive assembly; said first and second compressors including a transmission; the structural details of the transmission; as taught by Gregg, to improve the control of both turbochargers/superchargers/compressors in the Buchi device.

***Claim 35 is rejected under 35 U.S.C. 103(a) as being unpatentable over Buchi (Patent Number 2,296,268), in view of Gregg (Patent Number 1,998,778), and further in view of Moller (Pub. Number DE 198 22 874 A1).***

The modified Buchi disclose the invention as recited in the rejection of claim 24 as set forth above; however, fails to disclose both compressors being substantially within a case.

Moller teaches that it is conventional in the charged internal combustion engine art, to utilize both compressors substantially housed within a common housing (3) (See Figures 1-2).

It would has been obvious to one having ordinary skill in the art at that time the invention was made, to have utilized a common casing for housing both compressors, to improve the efficiency of the modified Buchi device, since the use thereof would have made the compressor compact and improve supercharging efficiency by housing both compressors in one common casing.

#### ***Allowable Subject Matter***

Claims 11-13, 17, 19, 21-22, 25, 27, 46, 57-59, 63, 65, 67 and 68 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

Claims 16, 18, 20, 23, 37, 41, 44, 62, 64, 66, and 69 would be allowable if rewritten to overcome the rejection(s) under 35 U.S.C. 112, 2nd paragraph, set forth in this Office action and to include all of the limitations of the base claim and any intervening claims.

***Conclusion***

The IDS (PTO-1449) filed on January 18, 2005 has been considered. An initialized copy is attached hereto.

The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

- Wang (US Patent Number 6,935,838 B1) discloses a high-pressure multi-stage centrifugal blower.
- Codan et al. (US Patent Number 5,564,275) disclose a method and an apparatus for high-pressure end exhaust gas recirculation on a supercharged internal combustion engine.
- Yingling (US Patent Number 2,401,677) discloses two-cycle internal combustion engine.
- Matsunaga (Patent Number JP 63-201319 A) discloses a twin turbo-supercharger.
- Inaba et al. (Patent Number JP 06-146908 A) disclose an engine with exhaust turbocharger.
- Tajima et al. (Patent Number JP 63-179126 A) disclose an intake device for an engine associated with mechanical supercharger.
- Sato et al. (Patent Number JP 61-197732 A) disclose a variable cylinder internal combustion engine.
- Hans et al. (Patent Number GB 2 302 914 A) disclose a mounting exhaust driven turbochargers on a supporting housing.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Thai-Ba Trieu whose telephone number is (571) 272-4867. The examiner can normally be reached on Monday - Thursday (6:30-5:00).

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Thomas E. Denion can be reached on (571) 272-4859. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

TTB  
October 17, 2005



Thai-Ba Trieu  
Primary Examiner  
Art Unit 3748